

# 1600 Osgood Commerce Center North Andover, Massachusetts



## Redevelopment Master Plan

Prepared by:

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## INTRODUCTION

Huntress Associates, inc. is pleased to submit the final draft of the Master Plan prepared with regard to 1600 Osgood Street, North Andover Massachusetts. The Master Plan and associated products represent a collaborative effort between a multi-disciplinary design team. We are confident that this master plan will provide a solid foundation from which to move forward. This work could not have been completed without the help of many individuals, including:

- 1600 Osgood Street, LLC      Owner
- Ozzy Properties, Inc.      Developer & Management Company
- Huntress Associates, Inc.      Landscape Architects & Planners.
- TEC, Inc.      Transportation Engineering & Construction Services.
- Epsilon Associates, Inc.      Wetland & Environmental Scientists.
- HDS Architecture, Inc.      Architects and Planners.
- Chas H. Sells, Inc.      Surveyors.
- CB Richard Ellis      Commercial Real Estate
- Druth Commercial      Commercial Real Estate

The following is a summary of the tasks we have been able to accommodate, or assisted in coordinating while preparing this report:

### Permitting Review & Existing Conditions Analysis

- Assembled a project team with the professional experience required to advance the Master Plan through both State and Local permitting and into construction.
- Compiled an existing base plan with help provided by Ozzy Properties, Inc..
- Review of existing zoning codes and requirements by the Town of North Andover.
- Review of environmental permitting issues, including flagging of all jurisdictional wetlands, river front area, natural heritage limitations and associated buffer zones.
- Coordinated the preparation of a complete topographic and boundary survey prepared by Chas. H. Sells, Inc.
- Compiled a comprehensive Opportunities and Constraints Plan showing buildings to remain, desired circulation patterns and areas suitable for future development.

### Master Plan Preparation

- Preparation of goals and objectives associated with the redevelopment of the property.
- Identification of complimentary uses to support the proposed redevelopment / expansion of the existing building program. These uses include a mix of complimentary uses,

including retail space, professional services, recreation, residential, and a commuter rail station.

- Coordination with project architect for detail regarding the enhancement of existing buildings and major entrances.
- Conceptual site planning including the location of proposed uses, buildings, parking areas, truck loading, landscape buffers, storm water management areas and open space. Review and inclusion of site planning techniques intended to provide a safe and secure campus environment
- Preparation of detailed summary of the proposed building program, including a breakdown of use by total square foot area and an associated review of available on-site parking.
- A list of both Local and State permits required to complete the work as shown in the Master Plan. We have also identified a team member with the expertise required to advance and secure each of the permits required. (Attached hereto)

### Master Plan Program Summary

The following is brief summary of the proposed program associated with the redevelopment of the property.

<b>USE</b>	<b>SQUARE FEET</b>	<b>REQ. PARKING</b>
Professional Office	250,000 sf	834 spaces
Medical Office	150,000 sf	450 spaces
Manufacturing & Assembly	1,000,000 sf	1000 spaces
Warehousing & Wholesale	520,000 sf	1040 spaces
Retail & Services	145,000 sf	725 spaces
Restaurant Use	7,500 sf	113 spaces
Indoor Recreation	100,000 sf	210 spaces
Commuter Rail Station	n/a	300 spaces
Residential Use	650 Units (Max)	975 spaces

<b>Total Parking Required:</b>	<b>5,647 spaces</b>
<b>Total Parking Provided:</b>	<b>5,790 spaces</b>

## MASTER PLAN NARRATIVE

The attached presentation represents the body of the work associated with the Master Plan. The following is a brief narrative on the main points of discussion associated with the plan.

**Existing Conditions:** The existing site is home to over 1.5 million square feet of building program which previously housed the operations of Lucent Technologies, Inc. The existing building houses approximately 1.5 million sf of R&D, warehousing, manufacturing and professional office space. Amenities associated with the existing space include a 300 seat theater, cafeteria, and executive dining room. The property contains over 169 acres of land with over 1200 feet of frontage along Route 125. The site is also bounded along the north by the Haverhill line of the MBTA commuter rail. Vehicular access to Route 495 is provided along Route 125 to the north through Bradford, to the Ward Hill exit.



*Existing Building Photos*



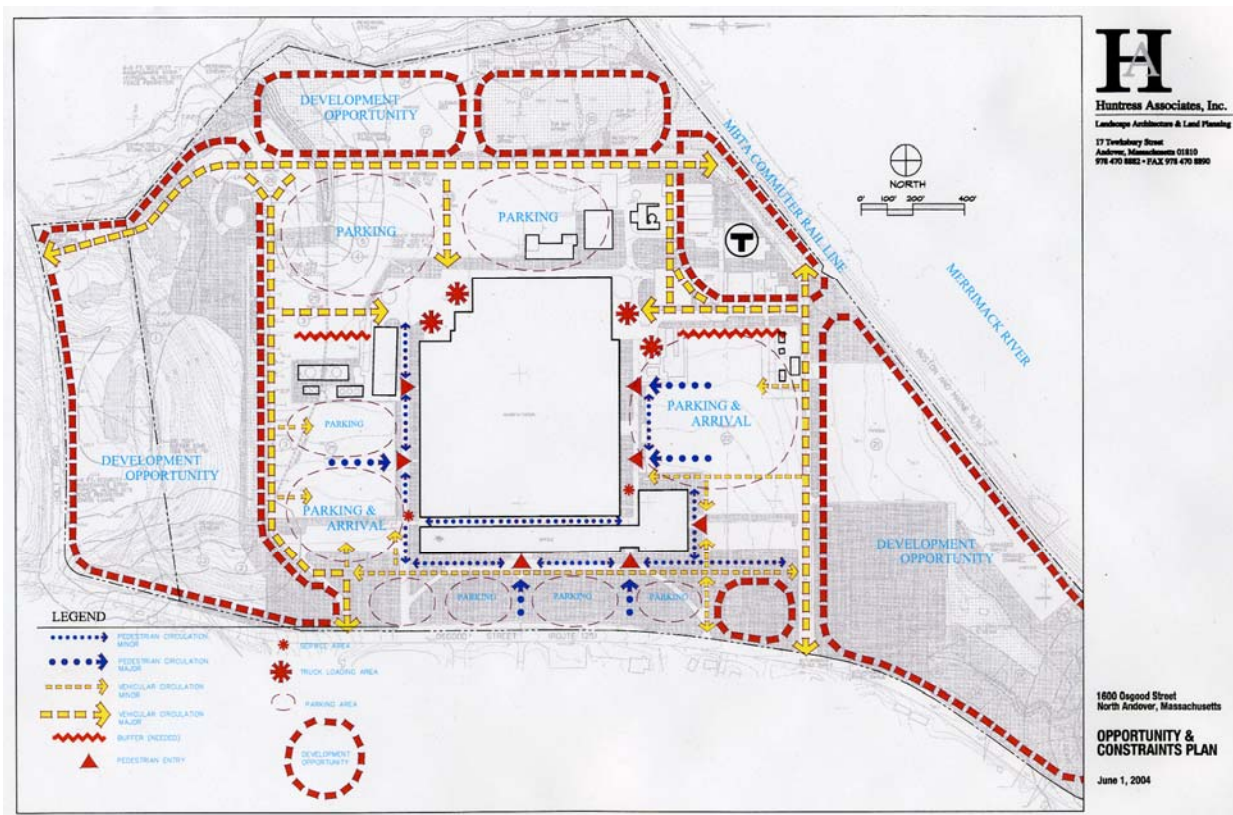
Although the site boasts over 40 acres of parking, circulation, parking and pedestrian access to the majority of the existing office space remains limited. Trucks and deliveries arrive through several well defined entry points along Route 125, and two of those entrances are presently control by a traffic signal.

Stormwater management throughout the site is antiquated, and will need to be improved through the redevelopment of the property. Most of the wetlands found on the site are well defined and are only subject to local jurisdiction through the Wetlands Protection Act. There is however on offsite wetland along the west property line identified as a perennial stream which will be subject to permitting through the River's Protection Act. See the attached report prepared by Epsilon Associates for additional information.

**Goals & Objectives:** The following is a list of Goals and Objective used in the preparation of the Master Plan.

- Attract multiple tenants to the site.
- Provide corporate identity for all tenants.
- Create a unified architectural theme and campus environment.
- Provide a hierarchy for pedestrian, car and truck circulation.
- Provide for security and protection through good site planning.
- Encourage mixed use and complimentary services.
- Encourage pedestrian activity between various uses.
- Encourage preservation and reuse of existing infrastructure and utilities.
- Preserve significant existing vegetation, open space and environmental resources.
- Improve and update stormwater management throughout site.

Understanding the above, HAI compiled an Opportunities and Constraints Plan identifying areas for improved circulation, parking arrival and areas suitable for future development.



*Opportunities & Constraints Plan*

The Opportunities and Constraints Plan also helped to identify ways to provide parking in close proximity to the existing office space and major pedestrian entrances into the building. Working with HDS architects, the project team recognized that these parking areas and entrances provided an opportunity for increased corporate identity for individual tenants within the building. The project team then prepared a series of preliminary site plans and sketches showing possible improvements and upgrades which would increase the amount of parking and visibility associated with each major pedestrian entry. Examples of those images are provided herein.



NEW NORTH ENTRANCE



*Preliminary Entry & Parking Layout*

Permitting and construction of the additional parking, walkways and entry enhancements associated with the office building should become a priority to help market the existing space to viable tenants. These concepts should be advanced into design development immediately upon completion of the Master Plan.

## MASTER PLAN DEVELOPMENT

**Mixed Use:** In advancing the framework created through the Goals and Objectives and the Opportunities and Constraints Plan, we looked to provide a mix of uses which would compliment the existing office and manufacturing space, while at the same time encouraging a pedestrian oriented campus which could share parking and help reduce the amount of average daily trips entering and leaving the property. With over 1.5 million square feet of existing office, R&D, manufacturing and warehouse space it did not seem practical to add more of the same to the site. The project team looked to add complimentary uses which could provide a valuable resource to the future tenants of the existing space and the Town of North Andover. These complimentary uses may include retail, restaurant and professional services such as banks, dry cleaning, office supplies, and day care. In a broader scale we also encouraged the addition of recreational space, a commuter rail station and high density residential use all within a five minute walking distance of the principle structures.



The synergy of all these uses will help to attract larger tenants to the existing facility. These larger tenants, who may be looking elsewhere to lease or build their own buildings in excess of 150,000 – 200,000 sf of stand alone space, can now realize a better location at 1600 Osgood Commerce Center because their employees have immediate access to recreation, retail, restaurant and services they need and desire on a daily basis. The availability of affordable housing in close proximity is also attractive to larger tenants who are looking to either relocate to, or stay within Massachusetts but are often frustrated by the escalating cost of housing for their workforce.



**Commuter Rail Station:** On the broader scale, the inclusion of a Commuter Rail Station provides a service and benefit to the larger community. North Andover does not presently have a commuter rail station. Anyone living in North Andover must drive to either Bradford, Andover, BallardVale, Wilmington or Reading to take the Commuter Rail Service into Boston. The parking at those stations is limited, resulting in both longer drive time and more individuals taking their cars into Boston. The proposed Rail Station would accommodate approximately 300 parking spaces. In comparison the Reading Station has 113 parking spaces, North Wilmington: 20 spaces, BallardVale: 120 spaces; Andover: 152 spaces; and Lawrence:163 spaces. The Commuter Rail Station located at 1600 Osgood Street could accommodate limited retail services targeting commuters, such as a coffee and sandwich shop, dry

cleaning, newsstand, etc.. The benefit of a commuter rail station will also reach the new retail and restaurant uses planned for the balance of the property.

**Residential Use:** The inclusion of high density residential use on the site is a key component to the success of the Master Plan, and will have positive impact to the broader community. The master plan presently calls for the construction of 650 units of one and two bedroom condominiums, or flats, in a campus setting. The buildings are traditional in design, and orient around a central open space and help to frame and define one of the major entrances into the site. The housing is intentionally



located within a five minute walk of the commuter rail station, retail, restaurant and recreational services to encourage pedestrian activity and minimize the amount of average daily vehicular trips. The type of housing and it's proximity to the existing office, R&D and manufacturing space makes the housing attractive to larger tenants who could offer the often more affordable housing type to employees looking to relocate to North Andover.

We have also reviewed the enabling legislation associated with the proposed MGL Chapter 40R “*Smart Growth Zoning District*” and in our opinion we find this site to be a very suitable location for the use of this legislation. We have attached a copy of the Chapter 40R Summary, provided by the Metropolitan Area Planning Council and would encourage your further review of that document.



The purpose of the Chapter 40R legislation is to “*encourage smart growth and increased housing production in Massachusetts. Smart growth is a principle of land development that emphasizes mixing land uses, increases the availability of affordable housing by creating a range of housing opportunities in neighborhoods, takes advantage of compact design, fosters distinctive and attractive communities, preserves open space, farmland, natural beauty and critical environmental areas, strengthens existing communities, provides a variety of transportation choices, makes development decisions predictable, fair and cost effective and encourages community and stakeholder collaboration in development decisions.*” Furthermore, the new 40R legislation offers benefits to local communities which have not been provided under Chapter 40B, the more widely know and commonly used legislation which allows and encourages the development of affordable housing. Over the past few years North Andover has seen several large residential projects permitted through the 40B process. North Andover also remains vulnerable to future proposals unless and until the percent of affordable housing in town is brought above 10% of the overall housing stock. Presently North Andover is approximately 321 units shy of achieving their 10% affordability as defined by the Commonwealth of Massachusetts. Several of those benefits available to North Andover through the adoption of the principles outlined in MGL Chpt. 40R include:

#### **MGL Chapter 40R – Benefits to local Communities:**

- The Town regains control of the affordable housing process by establishing an overlay zone encouraging a “smart growth zoning district”. This district encourages mixed use land development in areas providing a variety of transportation choices, ie: commuter rail stations, regional bus stops, and connections to employment centers. The overlay zone

could also establish a Special Permit Granting Authority other than the Zoning Board to review affordable housing proposals.

- Housing incentive payments. The Commonwealth of Massachusetts is offering local communities financial incentives for establishing Smart Growth Zoning Districts. These incentives could mean as much as \$600,000 for the adoption of the overlay zoning, and an additional \$1,950,000.00 upon the issuance of building permits for residential units with the new district. Like 40B only 25% of the units would have to be set aside as affordable, and any units designated as rental, regardless of whether they are rented at affordable rates, would be classified by the Commonwealth of Massachusetts as affordable and count toward the 10% requirement.
- The creation of the overlay district and subsequent approval of the residential campus shown on the master plan would create approximately 325 affordable units as defined by the Commonwealth of Massachusetts and lift North Andover above the 10% required affordable housing number. Effectively, this removes North Andover from the threat of future 40B projects and establishes a means and method for review of future affordable housing projects in town.

## SUMMARY

As with any Master Plan, this plan represents a starting point. The combined benefit provided by the Redevelopment Master Plan to the site owners, future tenants and the Town of North Andover gives all parties an investment in the process. The following are benefits which could be enjoyed upon successful completion of the project:

- The successful implementation of the Master Plan provides an opportunity for the Town of North Andover to enjoy the revitalization of one their largest tax payers, and insure it's continued operation for many years to come.
- The project could become an example of how property owners, local communities and the Commonwealth of Massachusetts can work together to achieve benefits for the entire Merrimack Valley region. By working together as a team we can realize more than we can as individuals.
- Not only will the project provide financial benefit to the Town, but it will put North Andover in control of how affordable housing is provided, protecting other areas of Town from unwanted MGL Chpt. 40B development proposals.
- Provide a commuter rail station sufficient to meet the demands of a growing population.

The list of benefits could keep going. However it is now important for us to focus on the next steps for achieving the implementation of the Master plan, including the drafting and adoption of the “Smart Growth Zoning District” as outlined in this report. The review and adoption of this district will require action at North Andover’s Annual Town Meeting. As such, all parties need to begin working together immediately to achieve the desired result. We look forward to that process and encourage a continued and open dialog as we move forward.

As mentioned throughout the body of this text, attached you will find copies of the following:

1. Summary of Local and State Permits required for the implementation of the Master Plan.
2. 1600 Osgood Street, Redevelopment Master Plan - Powerpoint Presentation
3. Preliminary Wetland Assessment report prepared by Epsilon Associates, Inc.
4. Summary of MGL. Chpt 40R – Smart Growth Zoning Districts

Please feel free to contact Huntress Associates at the following address with any questions or concerns regarding the information contained in this report.

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## **REQUIRED PERMIT SUMMARY**

The following is a preliminary list of Federal, State and Local permits that would be required to implement the work as outlined in the Redevelopment Master Plan prepared for the 1600 Osgood Commerce Center. This represents a preliminary list, additional permits may be required to complete the proposed work. We have identified the responsible State or Local Agency/Board, the required permit and the team member who would be responsible for coordination of the work associated with securing the permit.

### **STATE & FEDERAL PERMITS**

<b><u>Agency</u></b>	<b><u>Permit Required</u></b>	<b><u>Team Member</u></b>
<ul style="list-style-type: none"><li>• Mass. Highway Department</li></ul>	State Highway Access Permit	TEC
<ul style="list-style-type: none"><li>• MEPA</li></ul>	Environmental Notification Form	Epsilon
<ul style="list-style-type: none"><li>• MEPA</li></ul>	Environmental Impact Report	Epsilon
<ul style="list-style-type: none"><li>• Department of Environmental Protection</li></ul>	Water Quality Certificate	Epsilon
<ul style="list-style-type: none"><li>• Army Corp of Engineers</li></ul>	404 Certificate Sign Off	Epsilon
<ul style="list-style-type: none"><li>• NPDES Construction</li></ul>	General Permit	Epsilon
<ul style="list-style-type: none"><li>• Mass. Housing &amp; Community Development</li></ul>	40R Smart Growth Overlay Zone	HAI

### **LOCAL PERMITS**

<b><u>Town Department, Board or Commission</u></b>	<b><u>Permit Required</u></b>	<b><u>Team Member</u></b>
<ul style="list-style-type: none"><li>• Annual Town Meeting</li></ul>	Overlay Zone Approval	HAI
<ul style="list-style-type: none"><li>• North Andover Planning Board</li></ul>	Master Plan Approval	HAI
<ul style="list-style-type: none"><li>• North Andover Planning Board</li></ul>	Site Plan Review / Special Permit	HAI
<ul style="list-style-type: none"><li>• North Andover Conservation Commission</li></ul>	ANRAD	Epsilon
<ul style="list-style-type: none"><li>• North Andover Conservation Commission</li></ul>	Notice of Intent	Epsilon
<ul style="list-style-type: none"><li>• North Andover Conservation Commission</li></ul>	NHESP – Merrimack River Habitat	Epsilon
<ul style="list-style-type: none"><li>• North Andover Building Dept.</li></ul>	Building Permits	Ozzy
<ul style="list-style-type: none"><li>• North Andover DPW</li></ul>	Curb Cut Permit - Holt Road	TEC